

PANEL 3 – SECURITY II

MODERATOR

CAPT Anthony Regalbuto, United States Coast Guard

COORDINATOR

Ric Walker, U.S. Coast Guard Research and Development Center

PANELISTS

John McGowan, United States Customs
Keith Seaman, USTRANSCOM
Carl Travato, Philadelphia Regional Port Authority
John R. LaCapra, President, Florida Ports Council
John Lynch, NAVFAC, United States Navy
Raymond Barberesi, Director, Office of Ports and Domestic Shipping, Maritime Administration

SUMMARY OF PANEL

PRESENTATIONS / DISCUSSION

The terrorist attacks on 11 September 2001 caused the nation to focus on security issues, making the topic for this conference panel discussion very timely. The moderator, CAPT Anthony Regalbuto, started the discussion by highlighting several important security issues and initiatives within the U.S. Coast Guard to deter and prevent future terrorism -- critical infrastructure protection; port vulnerability assessments; maritime domain awareness; personnel credentials; and chemical, biological, radiological, and nuclear detection. His remarks set the context for identifying technology and research security needs from the USCG perspective. The other panelists outlined their own technology and research needs based on their experiences.

John McGowan

John McGowan serves as the Executive Director of Enforcement Programs of the Office of Field Operations in the United States Customs Service. He is responsible for providing national direction, development and implementation of the Customs Service's programs to interdict contraband in cargo and cargo conveyances entering and departing the U.S. Customs Territory.

Although his agency is responsible for 301 ports of entry (seaports, airports, land-border ports, and inland ports) in the United States, John McGowan focused his presentation on seaports because of the tremendous amount of cargo which moves in/out of these areas. He discussed how the terrorist attacks prompted the U.S. Customs Service to shift its narcotic interdiction capabilities as well as its trade fraud screening capabilities and start looking for different risks and different cargo. U.S. Customs has dedicated considerable effort to combat the new threat of terrorism, applying existing technologies and developing new systems which will allow its agents to better inspect, screen, and track container contents – not just for illegal narcotics, but also now for potential nuclear, biological, radiological, or chemical precursors.

Keith Seaman

Keith Seaman serves as Chief of Concept and Technology Team, Plans and Policy Director of the United States Transportation Command (USTRANSCOM), Scott Air Force Base in Illinois. He is responsible for the USTRANSCOM's Joint Transportation Technology Office.

In his presentation, Keith Seaman provided a Defense Department perspective on transportation and logistics. The national security strategy requires the armed services to rapidly deploy soldiers and equipment worldwide, but the existing military and commercial transportation systems are ill equipped to handle such operations. How can we deploy faster and push equipment through our own commercial industry, which is a little bit more robust than most nations on the other side, and then project force out of this robust transportation capability in the United States into a very minor capability in some of those overseas locations? USTRANSCOM is trying to answer this question as it projects force through the commercial industry today and gets things to the fight. Mr. Seaman opined that there has been little research and development dedicated to improving our transportation capabilities – we must start to invest in these areas now. In doing so, we must be proactive in developing security technology so that we can safely transport our soldiers and equipment. However, this new technology must be non-intrusive, protecting the people in the trenches and yet allowing them to continue with their mission.

Carl Trovato

Carl Trovato serves as the Philadelphia Regional Port Authority (PRPA) as a Director of Operations. He offered an industry perspective on the importance of maintaining a reasonable balance between security and operations – port facilities must implement effective security measures and still facilitate expeditious trade/commerce. These tasks can be accomplished by funding existing security programs and

developing new technologies that improve data collection of imported and exported goods and track vessel movements in/out of port. Since 11 September 2001, the PRPA instituted several security measures to prevent future terrorist attacks including the evaluation of its waterfront facility conditions, institution of new identification badges, and analysis of the present port security system.

John LaCapra

John LaCapra is a private attorney with nearly three decades of international business, seaport development, and cruise industry experience. He is President of the Florida Ports Council, a statewide management organization comprising 14 deep-water ports.

He described his organization as a facilitator, taking the tasks that the ports need accomplished as local entities and translating them to both the state and federal system. The events of 11 September prompted the federal government to institute new security measures and deployment plans but these actions cost money. Who will pay? How do we balance security with trade? The interested parties (including state and federal agencies, private industry, the armed services, and law enforcement) must work together and answer these questions. We must rethink how we move freight with the people who still demand better, faster, and cheaper. The needed technology is not new at all – it is shared information, planning, and communication.

John Lynch

John Lynch is a structural engineer working in the Naval Facilities (NAVFAC) Engineering Command,

Engineering Innovation and Critical Office (EICO) located at the Atlantic Division in Norfolk, Virginia. He is responsible for the technical adequacy of all Naval shore facility engineering, design and construction criteria for structural engineering, force protections and physical security, which includes unified facilities criteria and unified facilities guide specifications.

During his presentation, Mr. Lynch briefly discussed his agency's five-phased waterfront security plan to deter, detect, deny, warn, and destroy any potential threats. He unveiled future measures to enhance security for waterfront boundaries and waterfront barriers – expanding communications systems, constructing waterside towers at selected piers, installing multi-level lights, and increasing harbor and landside patrols. In evaluating the required level of security, NAVFAC carefully considers and evaluates these important criteria: type of threat perceived, level of protection required, environmental impacts, and associated costs – initial, maintenance, and operational costs of the equipment.

Raymond Barberesi

Mr. Raymond Barberesi serves as Director of the Maritime Administration's Office of Ports and Domestic Shipping. In his presentation, he spoke about MARAD's responsibilities in the area of port security and how it fits into the MTS and the R&T roles in this forum. He discussed many security issues and initiatives: port security guidance, development of national planning guides and national security program, foreign port security, and port readiness. In developing new technology and

initiatives, he stressed the importance of taking a holistic approach and considering the overall transportation system, not just individual parts. The federal agencies need to work together in this effort and share information. However, this technology development and information transfer must be accomplished in such a way that they do not adversely interfere with the commercial marine transportation system – it is not an easy task, but we must balance port security with national security and economic security